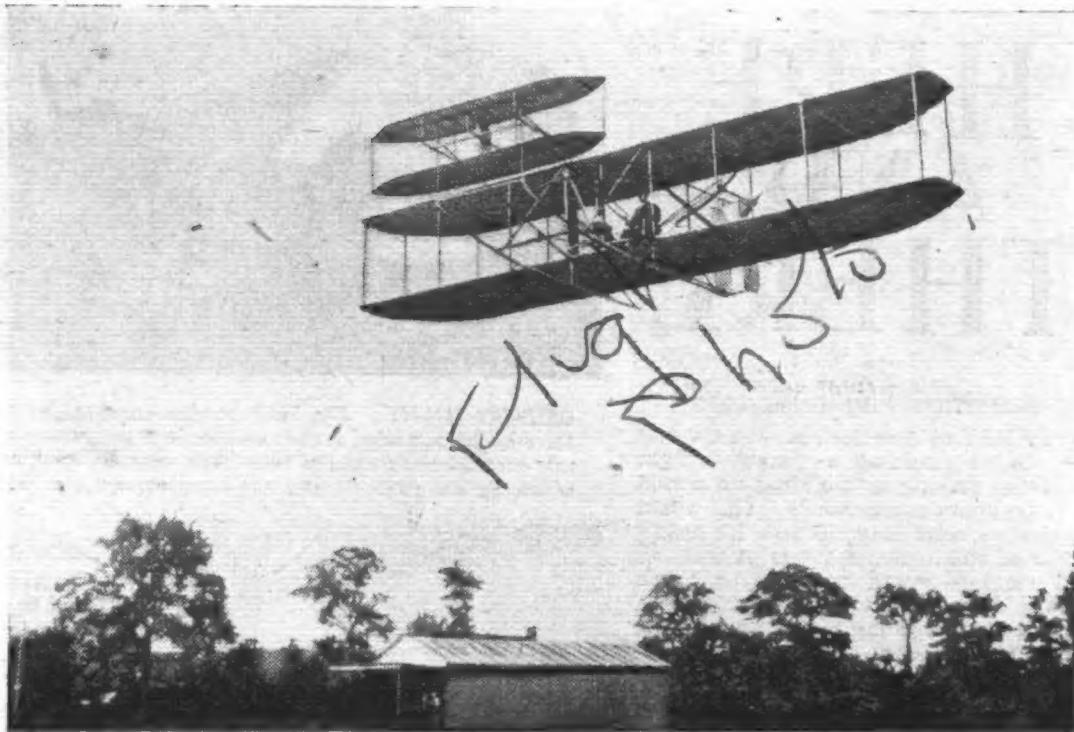


It was not until Wilbur Wright brought one of his machines to France in 1908 that one really found out anything reliable about the Wright biplane. In France he made flight after flight, each of longer duration than the previous one. In *The Automotor Journal* during September of that year were recorded successive flights of the following durations: 57m 31s; 62m 13s; and 1h 31m 25s.

One of the earliest British sportsmen to visit Wilbur Wright in France was the Hon. C. S. Rolls, and in an article in the October 17th, 1908, issue of *The Automotor Journal*, he recorded his impressions of a flight with Wilbur. He became so enthusiastic that later he bought the first Wright biplane built by Short Brothers. Some time later he lost his life on a modified version in which the elevator broke. By this time the elevator had been moved from in front of the wings back to the tail, but it was a defect in the individual elevator which cost Rolls his life, and thus deprived him of the satisfaction of seeing the Rolls-Royce firm grow to the world-famous position it occupies to-day.

C. S. Rolls was not, however, the first Englishman to make a flight as a passenger with Wilbur Wright. That honour fell, on the same day, to Mr. Griffith Brewer, who later organized the manufacture under licence of the Wright machines by Shorts, and became a close friend of the Wrights. It was Mr. Brewer



First real proof that the Wright biplane could fly was provided by this photograph of Wilbur Wright flying at Le Mans, France, published in "*The Automotor Journal*" of August 22nd, 1908.

who did so much to obtain recognition for the Wrights, and it was he who, in 1914, was instrumental in settling on very reasonable terms the rights by which the British Government, and through it the British aircraft industry, had full use of any device or system covered by the original Wright patent. The sum was modest enough in all conscience: £15,000, and it relieved the industry of all fear of possible patent litigation.

The Wright biplane is now returning to America, and both Wilbur and Orville have passed away, as has their great English friend, Griffith Brewer. But their names will always be honoured by British aviation folk.

FAIREY APPOINTMENT

MR. J. A. C. MANSON, B.Sc., F.R.Ae.S., Assoc.H.W.C., Director of Aircraft Production, the Ministry of Supply, since 1943, has obtained the agreement of the Minister of Supply to his resignation in order to take up an appointment with the Fairey Aviation Co., Ltd.

The company announces that he will join their staff on December 1st, 1948, as Personal Assistant to the General Manager at Hayes, Middlesex.

R.Ae.S. BRANCH DINNER

THE Isle of Wight Branch of the Royal Aeronautical Society opened the winter session with a dinner at the Royal York Hotel, Ryde, on October 15th. Among the distinguished guests who attended were Dr. H. Roxbee Cox and Mr. N. E. Rowe, President and Vice-President respectively of the parent Society; Capt. J. Laurence Pritchard, Secretary of the parent Society; and Mr. P. Masefield, Director-General of Long-Term Planning at the M.C.A. Sir Arthur Gouge, President of the Isle of Wight Branch, was in the chair. About 70 members attended this dinner, which was preceded by a short reception. In proposing the toast to the parent Society Mr. W. Browning, a Vice-President of the Branch, briefly reviewed the history of the Society. In reply, Dr. Roxbee Cox stressed the importance of the work the Society was doing and confirmed that a Royal Charter was being sought which would set the seal on the Society's activities over the previous 82 years. After Mr. R. V. Perfect, a Vice-President of the Branch, had proposed a toast to the visitors, the chairman called on Mr. P. Masefield, who spoke of the SR 45 flying boat now under construction at Saunders Roe, Ltd., saying that he believed these aircraft would become the "Queen Elizabeths" of the air, able to compare very favourably with all other aircraft. The chairman concurred with this belief, and concluded the

evening by thanking the guests for their attendance. Other distinguished guests who were present were Sir Alliott Verdon-Roe and Capt. E. D. Clarke, M.C., Vice-Presidents of the Branch, and the Hon. H. N. Morgan-Grenville, O.B.E.

SIR JOHN CASS TECHNICAL INSTITUTE'S PROGRAMME

IN the 1948-9 session of the Sir John Cass Technical Institute a course of three lectures is to be held on Thursday evenings at 6.30 p.m., beginning on November 4th. The subject of these lectures is "The Internal Combustion Turbine," and the lecturer will be Mr. W. Tipler, M.A. (Cantab.). Each lecture will last about one hour and will be followed by a period for questions. Development, characteristics and applications of various gas turbines will be dealt with, and problems yet to be solved will be discussed. The fee for the course is 5s, and the first lecture will be on the aircraft aspect of the gas turbine. Subsequent lectures will cover the marine and industrial applications and problems of fuel and combustion.

A further course of five lectures on the subject of Lubrication will be held by the Institute, beginning on Thursday, February 3rd, 1949, and subsequent Thursday evenings at 6.30 p.m. This series will include: Theory and General Principles, the speaker being Lt.-Col. S. J. M. Auld, O.B.E., M.C., D.Sc. (Lond.); Production, by C. Hull, M.A. (Cantab.), A.R.I.C., M.Inst.Pet.; The Testing of Lubricating Oils and Greases, by C. S. Windebank, B.Sc. (London.), M.S., A.M.I.Chem.E.; Industrial and Marine Lubrication, by R. S. Teale, M.A. (Cantab.), A.R.I.C., F.Inst.Pet.; and Automotive and Aviation Lubrication, by O. T. Jones, B.Sc. (Eng.) (Birm.), M.I.Mech.E. The fee for this course is 10s, and further details of these and other courses may be obtained from the Principal of the Institute, at Jewry Street, Aldgate, London, E.C.3, to whom applications for enrolment should be made before the opening of the course.